SH97 0011
rec.id. # 156514

15

SCHWECKE

A STRATEGY TO MANAGE USE OF ALL-TERRAIN-VEHICLES IN THE LITTLE BELT MOUNTAINS

Dietrich A. Schwecke
Resource Assistant
Judith Ranger District
Lewis and Clark National Forest
P.O. Box 484
Stanford, MT 59479
(406) 566-2292

Clemson Class of 1995

July 12, 1996

This paper was prepared as a student project in partial fulfillment of the requirements of the Professional Development for Outdoor Recreation Management Program at Clemson University. It in no way reflects USDA Forest Service policy nor are the opinions expressed those of anyone other than the author.

TABLE OF CONTENTS

Page

EXECUTIVE SUMMARY 1

I -- INTRODUCTION 3

II -- LITERATURE REVIEW 6

III -- METHODOLOGY 8

A. Regulations & Policy
B. Existing Opportunities
C. Existing Use Level
D. Information / Posters on ATV Use
E. Marketing

IV -- ANALYSIS 15

A. Management Options
B. Marketing Plan
C. Marketing Mix
D. Marketing Evaluation

V -- SUMMARY 17

A. Recommended Actions
B. Recommended Marketing

APPENDIX

A. Montana Off-Highway-Vehicle Laws A-1
B. Marketing Framework B-1
C. Northern Region Recreation Strategy C-1
D. ATV Recreationist Contact Plan D-1

ABSTRACT

AUTHOR: Dietrich A. Schwecke
Supervisory Forester
Lewis and Clark National Forest
Judith Ranger District
P.O. Box 484
Stanford, MT 59479
(406) 566-2292

TITLE: A STRATEGY TO MANAGE USE OF ALL-TERRAIN-VEHICLES IN THE LITTLE BELT MOUNTAINS.

ABSTRACT: This project focuses on the use of All-Terrain-Vehicles (ATVs) on National Forest System lands within the Little Belt Mountains in Central Montana. Other types of Off-Highway-Vehicles (OHVs) such as motorcycles, 4-wheel drive automobiles, and snowmobiles are also used on these lands; but they are not a significant part of the discussion.

Lewis and Clark National Forest personnel have observed an increase in problems with ATVs over the past five years. Recreationists are seeking information on using ATVs on public lands. Forest Service Law Enforcement Officers are encountering more situations of unlicensed ATVs, unlicensed operators, and use of ATVs on trails and within areas where they are prohibited. Meadows and hillsides in the vicinity of camping areas and adjacent to existing roads are being damaged by indiscriminate use of ATVs. These problems are common to all three Ranger Districts responsible for managing the Little Belt Mountains, and will require a coordinated and consistent effort by all three Districts to resolve.

Four main objectives are addressed. These are:

1. Review current regulations and policy pertaining to use of ATVs.
2. Analyze existing opportunities to use ATVs within the Little Belt Mountains.
3. Discuss options for managing ATV use, and recommend actions.
4. Identify a preliminary marketing plan to manage the use of ATVs.

Keywords: ATV (All-Terrain-Vehicle), OHV (Off-Highway Vehicle), Motorized Recreation.

EXECUTIVE SUMMARY

TITLE: A STRATEGY TO MANAGE USE OF ALL-TERRAIN-VEHICLES IN THE LITTLE BELT MOUNTAINS.

AUTHOR: Dietrich A. Schwecke
Supervisory Forester
Lewis and Clark National Forest
Judith Ranger District
P.O. Box 484
Stanford, MT 59479
(406) 566-2292

All-Terrain-Vehicles (ATVs) are a popular recreational vehicle in eastern Montana. The open fields and prairies are ideally suited for ATVs. Trails and low-standard roads in the island mountain ranges are also suitable for ATV recreation. Over the past 5 years, National Forest managers for the Little Belt Mountains have noticed an increase in the number of ATVs being used on forest roads and trails. Recreationists are seeking information on using ATVs on public lands. Forest Service Law Enforcement Officers are encountering more situations of unlicensed ATVs, unlicensed operators, and use of ATVs on trails and within areas where they are prohibited. An average of 11 violation notices are issued annually, and an average of 43 unsolved violations of travel plan regulations are reported annually. Complaints from the public about noise, disruption of solitude, and resource degradation are common. Meadows and hillsides in the vicinity of camping areas and adjacent to existing roads are being damaged by indiscriminate use of ATVs. Problems with erosion have increased with use. This project is an attempt to deal with those problems before irrepairable resource damage occurs.

The majority of ATV recreationists in the Little Belt Mountains are local Montana residents. Hunting is the only attraction to bring ATV users from other states or from several hundred miles away. The majority of ATV recreationists are coming to the Little Belt Mountains to camp or hunt, and they bring along their ATVs to explore the backcountry. Most ATV recreationists are law abiding citizens out to enjoy their public lands. Many are unaware of the rules and regulations pertaining to use of ATVs. Inadvertantly, they drive unlicensed ATVs on public roads; they allow children to operate ATVs on public roads; they don't possess valid State endorcements to operate an ATV on public roads; and they don't have a recreational decal to allow legal travel on public trails.

Use of unlicensed ATVs on Forest Development Roads (FDR roads) is illegal, but has been occurring for years. Most land managers feel there is no resource damage caused by ATVs on roads....in fact, they prefer to have ATVs use existing roads rather than create new trails. Some land managers feel that Forest Service policies and regulations have turned law abiding citizens into lawbreakers, because the rules don't make sense. For example, what is the harm of using a non-street legal ATV on a low standard road. Many FDR roads are extremely rough, and travel speed is quite slow. Mixing four-wheel drive vehicles with ATVs would not pose a serious potential for collisions.

During development of the Lewis and Clark Forest Plan (1986) and the Lewis and Clark Forest Travel Plan (1988) there was considerable discussion of motorcycle riding opportunities. Since motorcycle trail widths were compatible with existing horse and hiking trails, many of the trails were designated open for motorcycles. In 1986 and 1988, ATVs were not a major recreational activity, consequently, few trails were designated as open for ATVs.

Actions recommended to manage ATV recreation in the Little Belt Mountains include the following. Evaluate areas which have been or could be significantly disturbed by indiscriminate motorized travel on a case-by-case basis, and legally prohibit off-road and off-trail travel where necessary. Encourage the Northern Regional Forester to allow legal designation of roads for mixed traffic to increase the number of ATV riding opportunities on low-standard roads. Support modification of Montana State law to require children and inexperienced operators to have an ATV/OHV Education Certificate to drive an ATV on public roads with mixed traffic. Evaluate 581 miles of existing motorized trails in the Little Belt Mountains as to their potential for development as ATV trails. Increase efforts to inform ATV recreationists about opportunities, rules, and riding ethics Develop a separate brochure highlighting ATV riding opportunities. Recognize that education of riders is an effective action that is essential to resolve problems with ATV recreation.

Develop objectives for ATV management by a small group with diverse interests. Potential members could include Forest Service representatives from each of the 3 ranger districts; ATV special interest groups (one or two representatives); Montana Trail Vehicle Riders Association; Rimrock 4x4, Inc. (or Montana 4x4 Association); and Wildlands Resource Association (one or two representatives). These individuals have the knowledge of resource issues and recreational attractions to focus on the objectives for managing ATV activity. Objectives need to be established and agreed upon to assure a consistent message. This group should also lead the evaluation of roads for mixed traffic, and evaluation of trails for development as ATV routes. They have the knowledge and contacts to provide a credible evaluation of routes for mixed traffic and/or modifying trails for ATV use. Likewise, their guidance of an information and education program would keep the message appropriate, consistent, and focused on the right audience.

A great deal of information, literature, and posters about ATV recreation already exists. The message of "Right Riding" is appropriate for the local situation. However, the message is not getting to the right people at the right time. Present efforts to deal with ATV recreation are sporadic, and inconsistent. Develop and implement a program of contacting the right people with a consistent message about ATV recreation. Each contact should be evaluated for effectiveness in achieving the objective. Ideas for change in purpose, message, technique, location, timing, and personnel should be incorporated into future contacts.

I. INTRODUCTION

All-Terrain-Vehicles (ATVs) are a popular recreational vehicle in eastern Montana. The open fields and prairies are ideally suited for ATVs. Trails and low-standard roads in the island mountain ranges are also suitable for ATV recreation. Many people own ATVs as a means of transportation to reach favorite hunting, fishing, and scenic spots. Other recreationists simply enjoy riding ATVs for the thrill and challenge. Many ranchers and farmers own one or more of these quadricycles to use in their day-to-day work.

Over the past 5 years, National Forest managers for the Little Belt Mountains have noticed an increase in the number of ATVs being used on forest roads and trails. An average of 11 violation notices are issued annually. From 34 to 54 unsolved violations of travel regulations have been recorded annually since 1991. Complaints from the public about noise, disruption of solitude, and resource degradation are common. Problems with erosion have increased with use. This project is an attempt to deal with those problems before irrepairable resource damage occurs.

Forest Service managers believe that ATV recreationists are predominantly local residents. Hunting is the only attraction to bring ATV users from other states or from several hundred miles away. They are not coming to the Forest specifically to ride their ATV. They are coming to camp or hunt, and bring their ATVs to explore backcountry roads and trails.

The majority of these ATV recreationists are law abiding citizens out to enjoy their public lands. Most are unaware of the rules and regulations pertaining to use of ATVs. Inadvertantly, they drive unlicensed ATVs on public roads; they allow children to operate ATVs on public roads; they don't possess valid State endorcements to operate an ATV on public roads; and they don't have a recreational decal to allow legal travel on public trails.

Use of unlicensed ATVs on Forest Development Roads (FDR roads) is illegal, but has been occurring for years. Most land managers feel there is no resource damage caused by ATVs on roads. In fact, most land managers prefer to have ATVs use existing roads rather than create new trails. Some land managers feel that Forest Service policies and regulations have turned law abiding citizens into lawbreakers, because the rules don't make sense on some low standard roads.

During development of the Lewis and Clark Forest Plan (1986) and the Lewis and Clark Forest Travel Plan (1988) there was considerable discussion of motorcycle riding opportunities. Since motorcycle trail widths were compatible with existing horse and hiking trails, many of the trails were designated open for motorcycles. In 1986 and 1988, ATVs were not a major recreational activity, consequently, few trails were designated as open for ATVs.

There are 602 miles of low standard roads in the Little Belt Mountains. Travel speed on these roads is probably less than 25 mph due to vegetation, ruts, and rough surface. Only street legal ATVs operated by licensed drivers can be used on these roads.

There are 98 miles of trail open to ATV use in the Little Belt Mountains. Ten of these trails (48 miles) are interconnected; the other eight trails (50 miles) connect to low standard roads. Both unlicensed and street legal ATVs can be operated on these trails.

About 290,000 people live within 2 hours drive (100 miles) of the Little Belt Mountains. This is about 36% of Montana's population. There are 5,370 registered off-highway motorcycles and ATVs within the 13 counties around the Little Belts. Another 6,364 street legal motorcycles and ATVs are licensed within these counties. This is 36% of the total licensed and registered OHV's within Montana. There are no reliable estimates of number of unlicensed and unregistered OHV's which may be being used on public lands.

VICINITY MAP

The Little Belt Mountains are shown on the vicinity map. They are about 60 miles from Great Falls, 100 miles from Billings, 100 miles from Bozeman, and 30 miles from Lewistown. Local communities are generally within 10 to 30 miles of access trailheads and roads.

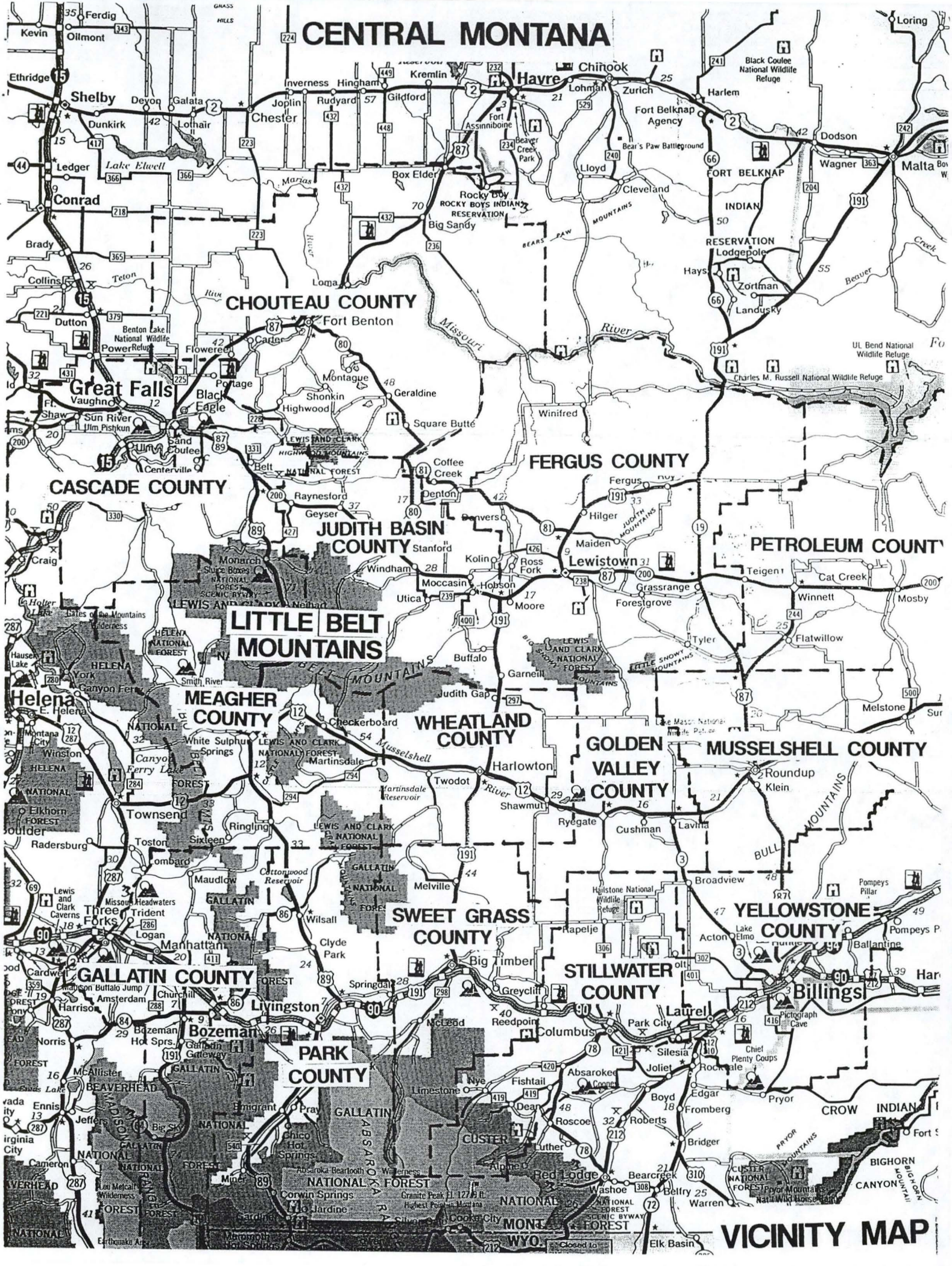
STATEMENT OF PURPOSE

This project focuses on the options for use of All-Terrain-Vehicles (ATVs) on National Forest System lands within the Little Belt Mountains in Central Montana. Other types of Off-Highway-Vehicles (OHVs) such as motorcycles, 4x4s, and snowmobiles are also used on these lands; but they will not be a significant part of the discussion.

Lewis and Clark National Forest personnel have observed an increase in problems with ATVs over the past five years in the Little Belt Mountains. Recreationists are seeking information on using ATVs on public lands. Forest Service Law Enforcement Officers are encountering more situations of unlicensed ATVs, unlicensed operators, and use of ATVs on trails and within areas where they are prohibited. An average of 11 violation notices are issued annually, and an average of 43 unsolved violations of travel regulations are investigated annually. Meadows and hillsides in the vicinity of camping areas and adjacent to existing roads are being damaged by indiscriminate use of ATVs. These problems are common to all three Ranger Districts responsible for managing the Little Belt Mountains, and will require a coordinated and consistent effort by all three Districts to resolve.

Four main objectives are addressed. These are:

1. Review current regulations and policy pertaining to use of ATVs.
2. Analyze existing opportunities to use ATVs within the Little Belt Mountains.
3. Discuss options for managing ATV use, and recommend actions.
4. Identify a preliminary marketing plan to manage the use of ATVs.


CENTRAL MONTANA
Kevin
Ferdig
Oilmont
Ethridge
Shelby
Devon
Galata
Joplin
Chester
Inverness
Hingham
Kremlin
Rudyard
Gildford
Havre
Chinook
Lohman
Zurich
Harlem
Loring
Black Coulee National Wildlife Refuge
Fort Belknap Agency
Dodson
Wagner
Malta
Dunkirk
Lothair
Fort Assiniboine
Beaver Creek Park
Bear's Paw Battleground
Lloyd
Box Elder
Rocky Boy
ROCKY BOYS INDIAN RESERVATION
Cleveland
FORT BELKNAP INDIAN RESERVATION
Lodgepole
Hays
Zortman
Landusky
Ledger
Lake Elwell
Marias
Conrad
Brady
Teton
Collins
Dutton
Loma
Big Sandy
BEARS PAW MOUNTAINS
Beaver Creek
CHOUTEAU COUNTY
Fort Benton
Missouri River
Benton Lake National Wildlife Refuge
Power
Flowered
Carter
Great Falls
Vaughn
Shaw
Sun River
Ulm Pishkun
Portage
Black Eagle
Montague
Shonkin
Highwood
Geraldine
Square Butte
Winifred
UL Bend National Wildlife Refuge
Charles M. Russell National Wildlife Refuge
Sand Coulee
Centerville
Belt
LEWIS AND CLARK HIGHWOOD MOUNTAINS
NATIONAL FOREST
Coffee Creek
FERGUS COUNTY
CASCADE COUNTY
Raynesford
Denton
Fergus
Geyser
Denvers
Hilger
JUDITH MOUNTAINS
JUDITH BASIN COUNTY
Stanford
Maiden
Lewistown
PETROLEUM COUNTY
Craig
Monarch
Sluice Boxes NATIONAL FOREST SCENIC BYWAY
Windham
Kolin
Ross Fork
Teigen
Cat Creek
Winnett
Mosby
Moccasin
Hobson
Utica
Moore
Grassrange
Forestgrove
Holter Lake
Gates of the Mountains Wilderness
Neihart
LEWIS AND CLARK
LITTLE BELT MOUNTAINS
HELENA NATIONAL FOREST
Tyler
Flatwillow
Hauser Lake
HELENA
York
Canyon Ferry
Smith River
Buffalo
LEWIS AND CLARK NATIONAL FOREST
BIG SNOWY MOUNTAINS
LITTLE SNOWY MOUNTAINS
Garneill
Helena
E. Helena
MEAGHER COUNTY
Judith Gap
Melstone
Checkerboard
WHEATLAND COUNTY
Lake Mason National Wildlife Refuge
Montana City
Winston
White Sulphur Springs
Martinsdale
Musselshell River
Harlowton
GOLDEN VALLEY COUNTY
MUSSELSHELL COUNTY
Roundup
Klein
Canyon Ferry Lake
Martinsdale Reservoir
Twodot
Shawmut
Elkhorn
Townsend
Ringling
Ryegate
Cushman
Lavina
BULL MOUNTAINS
Boulder
Radersburg
Toston
Sixteen
Lombard
Maudlow
Cottonwood Reservoir
Melville
Broadview
Lewis and Clark Caverns
Missouri Headwaters
Three Forks
Trident
Logan
Wilsall
Hailstone National Wildlife Refuge
Pompeys Pillar
YELLOWSTONE COUNTY
SWEET GRASS COUNTY
Rapelje
Acton
Lake Elmo
Pompeys P
Manhattan
Clyde Park
Big Timber
Ballantine
Cardwell
GALLATIN COUNTY
Madison Buffalo Jump / Amsterdam
Churchill
Springdale
Greycliff
STILLWATER COUNTY
Billings
Harrison
Livingston
Laurel
Bozeman
Bozeman Hot Sprs.
Gallatin Gateway
McLeod
Reedpoint
Columbus
Park City
Pictograph Cave
Norris
PARK COUNTY
Silesia
Chief Plenty Coups
McAllister
BEAVERHEAD
Absaroke
Joliet
Rockvale
Nye
Fishtail
Limestone
Ennis
Jeffers
Emigrant
Pray
Dean
Edgar
Pryor
CROW INDIAN
Big Sky
Roscoe
Fromberg
Roberts
Chico Hot Springs
CUSTER
Luther
Bridger
Cameron
Alpine
Red Lodge
Bearcreek
Washoe
Belfry
Warren
Absaroka-Beartooth Wilderness
NATIONAL FOREST
Corwin Springs
Granite Peak El. 12799 ft. Highest Point in Montana
Jardine
Cooke City
Gardiner
Mammoth Hot Springs
Earthquake Area
Elk Basin
MONT.
WYO.
Closed to
VICINITY MAP

II. LITERATURE REVIEW

Background information on All-Terrain-Vehicle (ATV) and Off-Highway-Vehicle (OHV) management was obtained from several sources. These documents provided ideas, requirements, and information to be considered in this project. Literature citations are listed in the bibliography. Information on legal use of ATV's in Montana is provided in the appendix for ease of reference.

1. **Off-Highway Vehicle Recommendations for the Helena National Forest**
   This paper was prepared as a student project for the Professional Development for Outdoor Recreation Management Program at Clemson University (1990). It focuses on OHV management on the Helena National Forest which is adjacent to the Little Belt Mountains.

2. **All-Terrain Vehicles and Trailbikes in the Forest: A Management Approach**
   This paper was prepared as a student project for the Professional Development for Outdoor Recreation Management Program at Clemson University (1987). It focuses on OHV management philosophy on a National Forest in Southern California which is heavily used for ATV and OHV recreation.

3. **Off-Highway Motorcycle and ATV Trails: Guidelines for Design, Construction, Maintenance and User Satisfaction**
   Published by the American Motorcyclist Association in 1994, this document provides direction for the development of OHV trails. The design criteria and construction techniques are applicable to the terrain in the Little Belt Mountains. Professional management as identified in this guide will minimize resource damage, and provide desired motorized trail experiences.

4. **Tread Lightly**
   This national program is designed to protect public and private lands through education. Emphasis is placed on responsible use of OHVs and low impact principles applicable to all recreation activities. The program is run by a non-profit group. Recent "Tread Lightly" literature and science instructor kits are well designed with an appropriate message for local ATV users.

5. **Right Rider**
   This national program emphasizes responsible use of OHVs. The American Motorcyclist Association is taking over the program from the Motorcycle Industry Council as the lead sponsor. Recent posters and literature are well designed with an appropriate message for local ATV users.

6. **Leave No Trace**
   This national program emphasizes minimum impact camping, hiking, and horse use. Posters and literature are well designed with an appropriate message for campers and backcountry travelers. By Fall, 1996, the organization plans to have literature emphasizing minimum impact OHV travel.

7. **FS INFO-Intermountain**
   Literature search of keywords: ATV, OHV, Motorized Recreation. Produced citations for 58 publications since 1989.

8. **USFS Manuals & Handbooks**
   Current policy and guidelines pertaining to ATV trails, four-wheel drive ways, and trail standards were reviewed.

9. **State of Montana Legal Codes**
Montana laws were checked to determine applicable requirements for license plates, recreation decals, operators licenses, and helmets.

10. **State of Montana Motor Vehicle Registrar**
Information on number of motorcycles and ATVs which are legally licensed for highway (street) use was reviewed for each county in Montana. Also, information on the number of registered off-highway motorcycles and ATVs was reviewed for each county.

11. **OHV Sales/Ownership**
Data on numbers of ATVs sold is a well guarded business secret. Dealerships are unwilling to report actual numbers of ATVs and motorcycles sold. Estimates of OHV ownership by the Motorcycle Industry Council were reviewed and compared with population data for Montana.

12. **The Montana Trail Users Study**
This 1994 report by the Institute for Tourism and Recreation Research provided specific data about how Montana residents use trails, who uses the trails, their preferences and expectations, and how their use may be affected by other trail users.

13. **Recreation Marketing**
Two publications by John Syme of Clemson University provided valuable guidelines for developing a marketing plan to manage ATV recreation.

14. **An All-Terrain Vehicle Approach Toward Rural Economic Development**
This paper was prepared as a student project for the Professional Development for Outdoor Recreation Management Program at Clemson University (1992). It focuses on designating existing dirt roads as an ATV trail system in southern Idaho, northern Utah, and northeast Nevada.

15. **Executive Order 11644 and Executive Order 11989**
These Presidential orders assign the responsibility and provide the authority to regulate and manage motorized use on public lands.

III. METHODOLOGY

A. REGULATIONS AND POLICY

1. Montana State Statues

State laws pertaining to ATV use on public lands are summarized below. More detailed descriptions are in Appendix A.

An ATV or OHV must be legally licensed for street use if that vehicle is used on a public highway or road. Forest Service roads are public roads. The operator of an ATV must also be legally licensed to drive on a public road.

A decal is required if the ATV/OHV is used off-road on public trails or public lands. Even a street legal licensed ATV/OHV must have the decal if it is operated on public trails.

To be street legal, an ATV must have a headlight, taillight, brake light, turn signals, one operable brake, rearview mirror, muffler, and spark arrestor.

ATVs/OHVs legally registered in another country or another State can be operated for 30 days without a Montana license or decal.

2. USFS Manuals and Handbooks

FSM 2352 - Road Recreation Management describes policy and guidance for four-wheel drive ways. Trail standards for four-wheel drive ways and ATV trails are described in FSH 2309.18 - Trails Management Handbook.

FSM 7731 - Road Operation describes policy for traffic management, rules, and signs. FSM 7731.4 - Enforcement states that State traffic laws apply to Forest Development Roads (FDR). Presently, all roads in the Little Belt Mountains are designated as "Forest Development Roads." Vehicles on these FDR roads must be street legal, and operators must be legally licensed. There are no designated four-wheel drive ways which would allow for mixed traffic of licensed and unlicensed operators/vehicles.

A Forest Service Region 1 Task Force is assessing the need to change policy to allow some FDR roads to be designated as four-wheel drive ways. Proposed changes are being reviewed within Region 1. The proposed changes include allowing Forest Supervisors to designate roads for mixed use by OHV's, snowmobiles, and highway vehicles. Forest Supervisors would have to obtain Regional Forester approval before changing the designation. Approval would depend on whether or not the route met criteria being proposed for mixed traffic.

3. Executive Orders and National Policy

Executive Order 11644, Use of Off-Road Vehicles on the Public Lands, was signed by then President Richard Nixon on February 8, 1972. The order directed land management agencies "to establish policies and provide procedures that will ensure that the use of off-road vehicles on public lands will be controlled and directed so as to protect the resources of those lands, to promote safety of all users of those lands, and to minimize conflicts among the various uses of those lands". This order assigned responsibility and provided authority to regulate off-road vehicle use.

Further authority to define zones of off-road vehicle use on public lands was provided by Executive Order 11989 signed on May 24, 1977, by then President Jimmy Carter. This order clarified and amended Executive Order 11644.

A memorandum from Chief of the Forest Service Jack Ward Thomas on December 28, 1994, acknowledged motorized use as an acceptable form of recreation on national forests, and encouraged a cooperative approach to management of the activity.

B. EXISTING OPPORTUNITIES

Recreational use of OHV's in the Little Belt Mountains is regulated under the 1988 Lewis and Clark Forest Travel Plan. Roads, trails, and areas are depicted on the Travel Plan map as to being open, closed, or seasonally restricted for motorized travel. Travel plan maps can be purchased by the public. Signs describing travel restrictions are posted on each road and trail.

Data on roads and trails are shown in Table III-1. Roads are classified by maintenance level, which could be a useful guide to suitability for ATV traffic.

Level I maintenance roads are closed to all vehicle traffic. Generally, Level I roads are well constructed for timber harvest purposes. They are closed to vehicle traffic after the timber sale to protect wildlife habitat. Annual maintenance consists of cleaning culverts and other minimal work to protect the road from severely eroding. There are 249 miles of Level I roads in the Little Belt Mountains. Ten miles of Level I road are open to either unlicensed or licensed ATVs.

Level II maintenance roads are low standard roads that receive periodic grading. Drainage structures are generally maintained every three or four years. There are 602 miles of Level II roads in the Little Belt Mountains open to licensed ATVs being operated by licensed drivers.

Levels III, IV, and V roads are high standard gravel or paved access roads. These routes receive annual maintenance. Traffic is generally high speed. A total of 482 miles of high standard road exists in the Little Belt Mountains. These roads are also open to licensed ATVs, but generally they do not offer much challenge or recreational attraction.

Eighteen trails totalling 98 miles are constructed to standards for ATVs and are open to unlicensed ATVs. Only 10 of these trails (48 miles) are interconnected and offer good loop opportunities. The other eight trails (50 miles) are short segments between low standard roads. About 14% of the entire trail system is open to unlicensed ATVs; 82% of the trail system is open to unlicensed motorcycles; and 4% of the trail system is closed to all motorized use.

TABLE III-1

LITTLE BELT MOUNTAINS
ROAD MILEAGES

RANGER DISTRICT	ROAD MAINT. LEVEL 1	ROAD MAINT. LEVEL 2	ROAD MAINT. LEVEL 3	ROAD MAINT. LEVEL 4	ROAD MAINT. LEVEL 5	TOTAL MILEAGE
JUDITH	81.2	178.1	121.6	4.0		384.9
MUSSELSHELL	50.8	216.3	77.8	19.2	2.0	366.1
KINGS HILL	116.9	207.9	156.1	101.7		582.6
TOTAL	248.9	602.3	355.5	124.9	2.0	1333.6

OPEN TO UNLICENSED ATVs	10.0	0.0	0.0	0.0	0.0	10.0
OPEN TO STREET LEGAL ATVs	10.0	602.3	355.5	124.9	2.0	1094.7

LITTLE BELT MOUNTAINS
TRAIL MILEAGES

RANGER DISTRICT	OPEN TO ATVs	OPEN TO MOTORCYCLES	NON-MOTORIZED HORSE/HIKER ONLY	TOTAL MILEAGE
JUDITH	18.4	144.3	25.4	188.1
MUSSELSHELL	51.7	16.0	0.0	67.7
KINGS HILL	28.1	420.9	0.0	449.0
TOTAL	98.2 (14%)	581.2 (82%)	25.4 (4%)	704.8

C. EXISTING USE LEVEL

1. Montana Trail Users Study

This study by the University of Montana shows 11.8% of adult Montanans use ATVs for recreation. Approximately 50% of people using ATVs are male. ATV participants are an average of 40.4 years of age. They use an ATV a median of 5 days per year, and travel a median distance of 15 miles to reach an area to ride an ATV. Approximately 68% of ATV users prefer to ride dirt roads and backcountry trails. Nearly 64% of ATV enthusiasts report a desire to participate in their activity more frequently, with time being the biggest limiting factor. Less than 17% of enthusiasts said that travel restrictions are a limiting factor in pursuing their activity. (McCool and Harris, 1994).

2. Montana Population

Census data for 1990 indicate 290,000 people live in 13 counties within 100 miles of the Little Belt Mountains. This is 36% of the population of Montana. The Montana Department of Commerce (1994) estimates a 5% increase in population since the 1990 census. For 1994, the population of these 13 counties was estimated at about 302,000 people. These data are shown in Table III-2.

3. Motorcycle and ATV Registration

The Montana Department of Justice, Motor Vehicle Division (1995) licensed 6,364 street legal motorcycles and ATVs, and registered 5,370 off-highway motorcycles and ATVs in the 13 counties around the Little Belt Mountains. This is 35% and 38% respectively of the licensed and registered motorcycles/ATVs in Montana. These data are shown in Table III-3.

The Motorcycle Industry Council (1994) estimates 17,500 motorcycles and ATVs were owned in Montana in 1994. This estimate does not correlate with the 32,297 motorcycles and ATVs actually licensed or registered in Montana in 1995. The Motorcycle Industry Council also estimates that only about 9,300 motorcycles or ATVs were used for trail riding. This estimate may indicate that many motorcycles and ATVs are both licensed for street use and registered for off-highway use.

The 14,072 off-highway registered ATVs/OHVs in 1995 are considerably more than the 9,300 estimated by the Motorcycle Industry Council. The 32,297 street licensed and off-highway registered ATVs/OHVs are considerably less than the 98,155 residents that are estimated to use ATVs for recreation.

D. INFORMATION AND POSTERS ON ATV USE

A variety of posters, phamplets, and brochures on ATV use are available. This literature includes information on protecting the environment, minimizing noise, avoiding sensitive wetlands, riding etiquette, avoiding disturbance of wildlife, educating children on proper ATV use, and promoting safe riding practises. Literature also exists on Montana laws pertaining to ATV use. Most of this literature is well designed, informative, accurate, and presents an appropriate message.

1. Tread Lightly

In 1995 this organization started a new program to educate junior high students between the ages of 11 and 15. They already had a program for high school students, and another program for grade school students. All of these programs are designed for classroom teachers to educate their students on responsible land ethics, and minimizing impacts from all sorts of recreational activities. A primary emphasis is placed on appropriate use of motorized vehicles such as ATVs and motorcycles.

TABLE III-2
POPULATION

AREA	1990 CENSUS DATA	1994 ESTIMATES
CASCADE COUNTY	77,691	80,876
FERGUS COUNTY	12,083	12,588
GALLATIN COUNTY	50,463	52,532
GOLDEN VALLEY COUNTY	912	949
JUDITH BASIN COUNTY	2,282	2,246
MEAGHER COUNTY	1,819	1,894
MUSSELSHELL COUNTY	4,106	4,422
PARK COUNTY	14,562	15,159
PETROLEUM COUNTY	519	534
STILLWATER COUNTY	6,536	6,804
SWEET GRASS COUNTY	3,154	3,283
WHEATLAND COUNTY	2,246	2,355
YELLOWSTONE COUNTY	113,419	118,067
13 COUNTY TOTAL	289,792 (36%)	301,709 (36%)
MONTANA	799,065	831,827

TABLE III-3
MOTORCYCLE and ATV REGISTRATION

AREA	1995 LICENSED (STREET LEGAL) MOTORCYCLE/ATV	1995 OFF-HIGHWAY STICKER MOTORCYCLE/ATV
CASCADE COUNTY	1,511	1,289
FERGUS COUNTY	237	360
GALLATIN COUNTY	1,213	1,342
GOLDEN VALLEY COUNTY	19	13
JUDITH BASIN COUNTY	38	60
MEAGHER COUNTY	21	81
MUSSELSHELL COUNTY	80	44
PARK COUNTY	300	377
PETROLEUM COUNTY	9	4
STILLWATER COUNTY	176	156
SWEET GRASS COUNTY	78	49
WHEATLAND COUNTY	42	54
YELLOWSTONE COUNTY	2,640	1,541
13 COUNTY TOTAL	6,364 (35%)	5,370 (38%)
MONTANA	18,225	14,072

2. **Right Rider**
This organization focuses on proper use of motorized vehicles in outdoor recreation. They have four phamplets on trail etiquette, noise, wetlands, and wildlife. They also produce posters with a message of "share the trail; avoid wetlands; respect wildlife; keep sound down". The message is very appropriate for minimizing disturbance of the environment.

3. **Leave No Trace**
Two booklets distributed by this organization explain how to camp and travel in the outdoors. The booklets provide practical techniques to minimize impacts and "leave no trace". The 8 principles of "Leave No Trace" are appropriate for ATV recreationists camping and traveling in the back-country.

4. **Noxious Weed Prevention**
The Forest Service, Montana Department of Agriculture, and County Weed Boards produce a variety of posters and phamplets on noxious weeds. Literature explains how to identify noxious weeds, and how to prevent spread of weeds. Messages on these posters are appropriate for trailheads.

E. MARKETING

Typically, the Forest Service would approach ATV management by convincing (selling) ATV users on existing opportunities to pursue their activity. Conformance with existing laws and agency expectations would be obtained through law enforcement. "Marketing, on the other hand, focuses on the changing needs of the user or customer and on providing those needs in an effective manner." (Syme, 1987). A conceptual framework for marketing that was developed by John Syme of Clemson University is presented in Appendix B. The four elements of this framework are discussed below.

1. **Marketing Strategy**
A strategic plan for marketing is an evolving process within the Forest Service. It is based on the agency Mission, Vision, and Guiding Principles, and includes long-term objectives of ecosystem management. The Northern Region Recreation Strategy (Appendix C) was developed in March, 1994, as an attempt at recreational strategic planning.

2. **Marketing Plan**
A marketing plan would identify long-term objectives and select target markets. Subregions described within the Northern Region Recreation Strategy have listed objectives to achieve for unique recreational attributes. The Little Belt Mountains are in the Charlie Russell / Grasslands subregion. Objectives for this subregion focus on 5 key recreational attributes: auto touring, heritage resources, watchable wildlife, hunting, and winter sports.

Target markets within the Charlie Russell / Grasslands subregion would include all of the groups and people contacted as part of normal business. Contact lists should include:

a. customers (specific types of recreationists),
b. publics (media, special-interest groups, other agencies, etc.), and
c. internal target markets (employees, volunteers).

3. **Marketing Mix**

The needs of each customer, public entity, and agency personnel must be identified. In this case, the needs of ATV recreationists, motorized and non-motorized user groups, State and County agencies, and Forest Service employees are the items to be listed. Once the various needs are known, a marketing mix can be developed for each. The marketing mix should include

a. providing the product (ATV riding experience, information, etc.)
b. identifying the place (where can they ride, where to meet)
c. promoting (personal selling, advertising, publicity)
d. participants (who will contact them)
e. process of service (timely to meet customers schedule)
f. physical setting (appropriate for the situation).

4. **Marketing Evaluation**

Specific goals need to be set for each group to be contacted. Once the contacts have been implemented, a performance evaluation should be done. Future plans to contact recreationists, public entities, and agency personnel should be adjusted based on feedback from performance evaluations.

IV. ANALYSIS

A. MANAGEMENT OPTIONS

1. **Maintain Existing Condition**
Use of ATVs within the Little Belt Mountains is not a pressing issue. Existing travel management plans and regulations have been in effect since 1988. The average number of solved and unsolved violations of travel regulations is low compared to the level of recreational motorized use. Organized ATV and OHV user groups are not asking for change. A few concerned individuals are pointing out problems with resource degradation. The problems associated with ATV use are subtle. Land managers have the option to deal with problems on a case-by-case basis. Individual ATV users causing unacceptable resource damage could be contacted by field personnel. Travel management regulations could be changed for specific roads, trails or areas that are damaged beyond acceptable limits. This would be a reactive approach to management, and is unlikely to have the desired outcome. Maintaining present management would not prevent indiscriminate off-road driving and hill climbing, and would not meet the needs of ATV recreationists.

2. **Prohibit Off-Road/Off-Trail Travel**
Land managers are primarily concerned about the resource damage caused by ATVs when they are driven off existing roads and trails. Open meadows and sparsly timbered hillsides are rutted by indiscriminate use of ATVs. Short cut trails and new trails are created by users, especially around campsites. The Forest Supervisor has the authority to restrict motorized use. It would be feasible to prohibit use of ATVs off designated roads and trails. A prohibition could cover the entire Little Belt Mountains, or just cover specific problem areas. Restriction of motorized use is controversial, and not acceptable without good justification. It is difficult to enforce. "No amount of restriction or enforcement can begin to provide the environmental protection achieved through provision of adequate facilities and rider education" (Wernex, 1994).

3. **Designate Roads for Mixed Traffic**
About 602 miles of low standard road exists in the Little Belt Mountains. All of these roads are open to ATV use if the vehicle is licensed for highway use, and if the operator is licensed to drive. Travel speed on many of these roads is probably less than 25 mph due to ruts, vegetation, and steep grades. There is potential for some of these roads to be designated for mixed traffic, which would allow unlicensed ATVs and unlicensed operators to use them. The Northern Region of the Forest Service is considering a change in policy to allow the Regional Forester to legally designate roads for mixed traffic. Specific criteria for selecting roads for mixed traffic should be developed. Some considerations in recommending roads for mixed traffic include the following:

   a. Safety. Consider the speed of both ATVs and 4x4 vehicles. Evaluate the risk of young children or inexperienced ATV operators colliding with larger 4x4 vehicles.

   b. Loop Opportunities. Emphasize roads which provide a desirable experience with opportunities to connect to other routes.

   c. Recreation Opportunity Spectrum (ROS). Motorized use should be compatible with management objectives, wilderness study areas, travel management, and resource protection.

   d. Enforcement. Emphasize routes which can be signed and enforced. Select routes where it is easy to follow the rules, with minimal chances of inadvertant trespass into non-motorized areas.

Payne (1990) recommended that the Helena National Forest designate a system of four-wheel drive ways that would be open to licensed ATVs being operated by licensed drivers. Bassler (1993) recommended a system of ATV trails in southern Idaho which would allow mixed traffic on both low-standard roads and higher standard dirt/gravel roads. ATVs used on this proposed trail system in southern Idaho would not have to be registered or licensed, and children or inexperienced riders would only need an OHV Education Certificate to drive an ATV legally on these roads. England (1992) considered it too dangerous to allow ATVs to use the same roads as larger 4x4 vehicles in Arkansas, and did not propose to mix the two types of vehicles on low-standard roads.

Forest Service Region 5 (California) has authorized mixed use of all low standard roads (Level 1 and Level 2 maintenance) since 1986. Rationale for allowing unlicensed operators to operate unlicensed OHV's on the same roads as street legal vehicles were documented, and the roads were signed appropriately on the ground. Accidents have been infrequent. Tort claims against the Forest Service in California for allowing mixed traffic have not been successful.

4. **Increase ATV Trail Opportunities**
There are 581 miles of trails in the Little Belt Mountains which are open to use by motorcycles. Some of these trails may be suitable for development as ATV trails. Trails could be evaluated using criteria similar to mixed traffic roads. Since these trails were built for stock and motorcycles, they would need reconstruction to allow for safe ATV use. The Off Highway Motorcycle and ATV Trails publication provides design criteria to develop enjoyable, environmentally acceptable trails. "When quality trails are built, riders use them. When riders use properly constructed trails, environmental impacts can be designed for, monitored, and controlled." (Wernex, 1994).

5. **Inform and Educate ATV Recreationists**
Efforts to inform ATV recreationists of opportunities, rules, and riding ethics could be increased. There is indication that many recreationists are unaware of where they can pursue their sport, what the rules are, and that indiscriminate driving and hill climbing is harmful to the environment. This is an effective action that is essential to resolve problems with ATV users. "Land managers who are prepared to use information and education programs as a major management tool can alleviate problems that sometimes seem insurmountable." (Sanderson, 1980). A great deal of ATV literature, posters, and educational material already exists. Using this information in a well planned I&E program could eliminate many of the resource problems being created by ATV recreationists. "Many of the users of ATVs and trailbikes are urban dwellers with little or no knowledge of their impact on the natural resources of the area. Education in the proper use of their equipment is essential to protect our resources." (Makel, 1987).

6. **Identify and Advertise Opportunities**
The Lewis and Clark Forest Travel Plan is being updated, and new maps are expected to be available by 1997. Essential information for ATV recreationists is provided on the Travel Plan map. In addition, a separate brochure highlighting ATV opportunities could be developed. Similar brochures developed for mountain bicycling and hiking have been quite popular with recreationists. The adjacent Helena National Forest (Payne, 1990) had planned to develop an ATV/OHV brochure, but have not done so yet. An ATV brochure developed by the Lewis and Clark Forest could provide a prototype for adjacent Forests to adopt.

B. MARKETING PLAN

The existing Northern Region Recreation Strategy provides overall strategy and objectives for outdoor recreation planning. Subregions within the Northern Region further refine objectives for unique recreational attributes. ATV recreation fits within the objectives for auto touring and hunting in the Charlie Russell/Grasslands subregion.

Specific objectives for ATV management need to be developed by land managers and a variety of recreationists and special interest groups. Both motorized and non-motorized recreationists have an interest in ATV management. A collaborative plan would yield objectives that fit the needs of all concerned parties. Developing objectives without the involvement of non-motorized recreationists would not be as effective. Credibility of the process is essential to success.

Customers need to be contacted to achieve the objectives of ATV management. The message conveyed should be tailored to fit each individual group. Failing to contact all of the customers would reduce the probability of achieving the objectives. As a minimum, the customers to be targeted include ATV/OHV recreationists and user groups, non-motorized user groups, OHV Dealers, local residents, and local schools. These customers are already identified on mailing lists maintained as part of day-to-day business.

Other public entities need to be involved in the program. They have an important role in providing information, and achieving the objectives of ATV management. As a minimum, the public entities to be targeted include County Assessors, local newspapers, and County Sheriffs.

Forest Service employees in a variety of jobs need to be involved to help achieve the objectives of ATV management. They need to understand and support the program. As a minimum, the agency personnel to be targeted include Line Officers, recreation staff officers, recreation and fire prevention guards, campground hosts, and Law Enforcement Officers.

C. MARKETING MIX

Specific objectives for planning, exchanging information, changing behavior, educating, or enforcing laws needs to be determined before meeting with the various groups. Establish who will make the contact, when, where, and how the message will be conveyed. This step is essential to develop a consistent message. There is a great deal of literature on ATV riding, ethics, weed prevention, etc., but there is not a consistent effort to spread the message. Implementing a program of contacting customers will be the single most important action to manage ATV use. Similar efforts to contact recreationists about minimum impact camping and travel in the Absaroka Beartooth Wilderness took about 4 years before noticeable change started to occur on the ground. A consistent effort to work with ATV recreationists will also take a number of years before any change is likely to be evident.

D. MARKETING EVALUATION

Each contact should be evaluated for effectiveness in achieving the objective. Ideas for change in purpose, message, technique, location, timing, and personnel should be listed for future contacts.

V. SUMMARY

A. RECOMMENDED ACTIONS

1. **Modify "Area Restrictions" as Necessary**
Some areas in the Little Belt Mountains are already significantly damaged by indiscriminate off-road and off-trail driving. An example is the Suicide Flats/Woodchopper Ridge area. Efforts to minimize further disturbance by educating users to stay on designated routes probably would not be successful. Options to legally prohibit off-road and off-trail travel should be evaluated on a case-by-case basis. This action should be used when other options have failed to prevent resource damage. The action should be considered with comments from various user groups.

2. **Designate Roads for Mixed Traffic**
About 602 miles of low standard road exists in the Little Belt Mountains. All of these roads are open to ATV use if the vehicle is licensed for highway use, and if the operator is licensed to drive. Travel speed on many of these roads is probably less than 25 mph due to ruts, vegetation, and steep grades. There is potential for some of these roads to be designated for mixed traffic, which would allow unlicensed ATVs and unlicensed operators to use them. Lewis and Clark Forest personnel and ATV recreationists should encourage the Northern Regional Forester to allow legal designation of roads for mixed traffic. Specific criteria for selecting roads for mixed traffic should be developed. Some considerations in recommending roads for mixed traffic include:

   a. Safety. Evaluate routes based on speed of both ATVs and 4x4 vehicles, and the risk of young children or inexperienced ATV operators colliding with larger 4x4 vehicles.

   b. Loop Opportunities. Select roads which provide a desirable ATV riding experience with opportunities to connect to other routes.

   c. Recreation Opportunity Spectrum (ROS). Assure motorized use would be compatible with travel management objectives, wilderness study areas, and resource protection.

   d. Enforcement. Select routes which can be signed and enforced. Make it feasible for recreationists to follow the rules, with minimal chances of driving into areas where motorized travel is prohibited or restricted.

   Regional support to modify Montana State law should be encouraged. Due to liability concerns with mixed traffic, it would be desirable to require children and inexperienced operators to have an ATV/OHV Education Certificate. The certificate would verify that the individual had received training and education in safe ATV operation before they could drive on roads with mixed traffic. Efforts by motorcycle industry and organized OHV groups to obtain such legislation should be supported by the Regional Forester.

3. **Increase ATV Trail Opportunities**
There are 581 miles of trails in the Little Belt Mountains which are open to use by motorcycles. Some of these trails may be suitable for development as ATV trails. Trails could be evaluated using criteria similar to mixed traffic roads. Reconstruction should be based on design criteria for ATV trails which are challenging, safe, and enjoyable. "The single most important key is adequate mileage of high quality, competently designed trail". (Wernex, 1994).

4. **Inform and Educate ATV Recreationists**
Efforts to inform ATV recreationists of opportunities, rules, and riding ethics could be increased. There is indication that many recreationists are unaware of where they can pursue their sport, what the rules are, and that indiscriminate driving and hill climbing is harmful to the environment. This is an effective action that could be taken to resolve problems with ATV users. Weed prevention should be a major part of an information program.

5. **Identify and Advertise Opportunities**
In addition to an updated Lewis and Clark Forest Travel Plan, a separate brochure highlighting ATV opportunities should be developed. These brochures have been quite popular with recreationists, and fill an important niche in providing information. It should be designed similar to the "Mountain Biking Trails" brochure developed by the Lewis and Clark National Forest. The "ATV Trails" brochure should provide a simple map of the best roads and trails for ATV riding; and emphasize riding ethics and protection of the natural environment.

B. RECOMMENDED MARKETING

1. ATV Management Objectives

Objectives for ATV management should be developed by a small group with diverse interests. Potential members could include Forest Service representatives from each of the 3 ranger districts; ATV special interest groups (one or two representatives); Montana Trail Vehicle Riders Association; Rimrock 4x4, Inc. (or Montana 4x4 Association); and Wildlands Resource Association (one or two representatives). These individuals have the knowledge of resource issues and recreational attractions to develop objectives for managing ATV activity. Objectives need to be established and agreed upon to assure a consistent message. Preliminary objectives to consider include:

Obtain broad public support for ATV management.
Minimize impacts on natural resources.
ATV users to provide leadership of program.
ATV recreation compatible with other activities/pursuits.
Information dispersed at right time to right people.

This group should also lead the evaluation of roads for mixed traffic, and evaluation of trails for development as ATV routes. They have the knowledge and contacts to provide a credible evaluation of routes for mixed traffic and/or modifying trails for ATV use. Likewise, their guidance of an information and education program would keep the message appropriate, consistent, and focused on the right audience. They could assure the right people were getting the right message.

Broad categories of customers to be contacted include ATV/OHV user groups, non-motorized user groups, OHV Dealers, local residents, and local schools. Public entities to be contacted include County Assessors, local newspapers, and County Sheriffs. Specific individuals and groups are listed in District mailing lists. The customer and public contact list should be reviewed annually to keep it current. Failing to include all of the customers and publics would reduce the probability of achieving the objectives.

Agency personnel to be involved include Line Officers, recreation staff officers, recreation and fire prevention guards, campground hosts, and Law Enforcement Officers. Each of these individuals have a role in achieving the objectives of ATV management.

2. Information/Education

A great deal of information, literature, and posters already exist. The message of "Right Riding" is appropriate for the local situation. However, the message is not getting to the right people at the right time. Efforts to deal with ATV recreation is sporadic, and inconsistent. Developing and implementing a program of contacting the right people with a consistent message would resolve many problems.

Specific objectives for planning, exchanging information, changing behavior, educating, or enforcing laws should be determined before contacting individual recreationists or agencies. Establish who will make the contact, when, where, and how the message will be conveyed. Most important, establish what the intent of the contact is to be, and what message should be conveyed.

A variety of methods for contacting ATV recreationists are described in Appendix D, along with a chart on who to contact, why, when, where, by whom, and the message to convey. Actions recommended in Appendix D should be implemented by each Ranger District in a coordinated, consistent effort.

One-on-one contacts with ATV recreationists are an excellant method to communicate the opportunities and responsibilities for "right riding". Using a standard approach to talk with ATV users would assure the right message is conveyed. Bulletin boards at key trailheads would make more ATV information available. Some additional bulletin boards need to be installed at key trailheads, and in dispersed camping areas. News releases on ATV use, environmental ethics, and weed prevention would make more people aware of the problems. Speaking with motorized and non-motorized user groups helps spread the message, and provides valuable feedback. Organizational newsletters and word of mouth spreads the information beyond the initial contact. New brochures on ATV riding opportunities, and riding ethics would help focus on local problems. Environmental education talks at local schools would spread the message to young people before they develop bad habits. Children are also very effective at changing behavior of parents. Increasing the effort to put on demonstrations for school children would help resolve long-term problems. Booths and demonstrations at sport shows, RV shows, and county fairs would spread more information to many of the local residents. County Assessors have direct contact with every local owner of an ATV, and are in an excellant position to distribute information. A packet of information on regulations, environmental ethics, and right riding should be made available for every person registering or licensing their ATV. Forest Service personnel, Law Enforcement Officers, and County Sheriffs have direct contact with ATV recreationists. They need to be educated on what message should be delivered.

Each contact should be evaluated for effectiveness in achieving the objective. Ideas for change in purpose, message, technique, location, timing, and personnel should be listed for future contacts.

LITERATURE CITED

Bassler, David E.
1992. **An All-Terrain Vehicle Approach Toward Rural Economic Development.** Sawtooth Nat'l. Forest, Twin Falls, ID (Student paper, Clemson University, SC)

England, Kristine E.
1992. **Ideas on Off-Highway Vehicle Management.** Ozark Nat'l. Forest, Ozark, AR (Student paper, Clemson University, SC)

Makel, William J.
1987. **All Terrain Vehicles and Trailbikes in the Forest - A Management Approach.** San Bernardino Nat'l. Forest, San Bernardino, CA (Student paper, Clemson University, SC)

McCool, Stephen F. and Justin Harris.
1994. **The Montana Trail Users Study.** Res.Rpt. 35, Institute for Tourism and Recreation Research, School of Forestry, University of Montana, Missoula, MT

Montana Department of Commerce.
1994. **Population Estimates for Counties and Places.** Census and Economic Information Center, Helena, MT

Montana Department of Justice.
1995. **Currently Registered Vehicles Licensed and Not Licensed for Highway Use.** Motor Vehicle Division, Helena, MT

Motorcycle Industry Council.
1994. **Estimated Population and Penetration by State and Region: 1994.** Irvine, CA

Payne, David M.
1990. **Off-Highway Vehicle Management Recommendations for the Helena National Forest.** Helena Nat'l. Forest, Helena, MT (Student paper, Clemson University, SC)

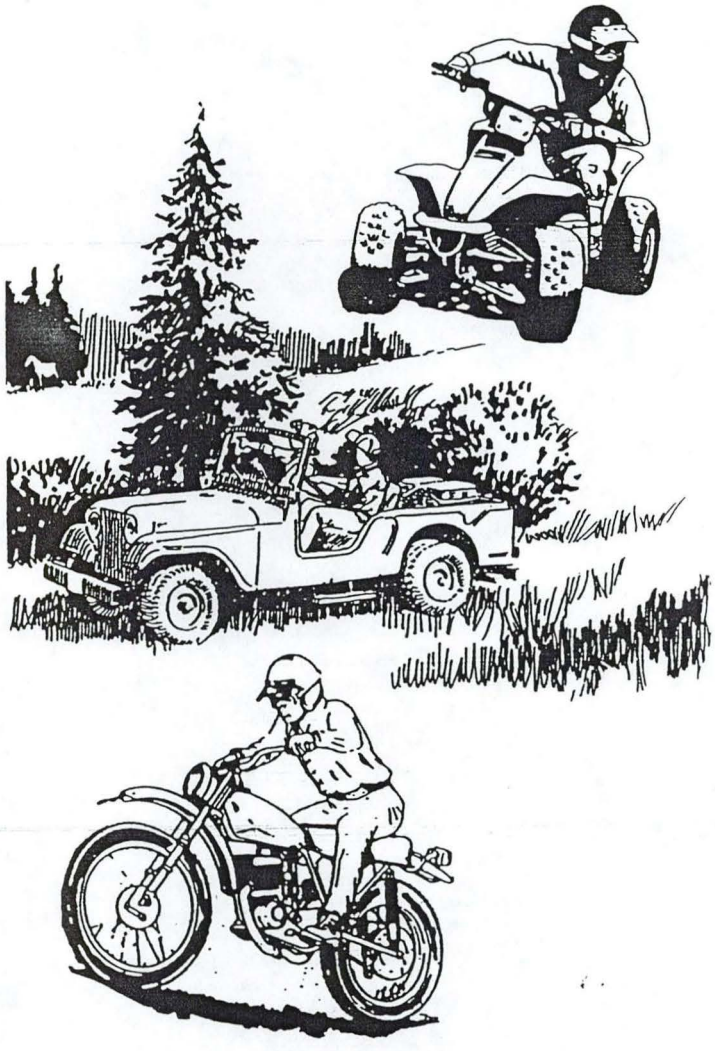
Sanderson, David W.
1980. **Improving the Management of Two-Wheeled Vehicles: Education.** *In*, Off-Road Vehicle Use: A Management Challenge. pp. 270-273, University of Michigan, Ann Arbor, MI

Syme, John H.
1987. **Recreation in the U.S. Forest Service: A Marketing Opportunity.** Department of Forestry, Clemson University, SC

Wernex, Joe J.
1994. **Off-Highway Motorcycle and ATV Trails: Guidelines for Design, Construction, Maintenance and User Satisfaction.** 2nd Ed., American Motorcyclist Association, Westerville, OH

MONTANA

OFF-HIGHWAY VEHICLE LAWS



MONTANA CODE

TITLE 23, CHAPTER 2, SECTION 801,

AND

TITLE 60, CHAPTER 3, SECTION 201

OFF-HIGHWAY VEHICLE LAWS

23-2-801. Definitions. As used in this part, unless the context clearly indicates otherwise, the following definitions apply:

(1) (a) "Off-highway vehicle" means a self-propelled vehicle used for recreation or cross-country travel on public lands, trails, easements, lakes, rivers, or streams. The term includes but is not limited to motorcycles, quadricycles, dune buggies, amphibious vehicles, air cushion vehicles, and any other means of land transportation deriving motive power from any source other than muscle or wind.

(b) Off-highway vehicle does not include:

(i) vehicles designed primarily for travel on, over, or in the water;

(ii) snowmobiles; or

(iii) except as provided in 23-2-804, vehicles otherwise licensed under the laws of the state.

23-2-802. Exemptions. The provisions of this part do not apply to:

(1) an off-highway vehicle:

(a) owned or used by the United States or another state or an agency or political subdivision thereof;

(b) registered in a country other than the United States, temporarily used within this state for not more than 30 days; or

(c) registered in another state of the United States, temporarily used within this state for not more than 30 days; or

* (2) a licensed motorcycle or licensed quadricycle used for fishing and hiking access, camping, or picnicking on a visible two-track trail or road within 1 mile of a designated road.

804(3). Fifty percent of this money and the interest earned on it must be used for off-highway vehicle safety and education. The remaining 50% of the money and the interest earned on it must be used for enforcement.

23-2-808. Regulation by local government precluded. No political subdivision may prescribe further licensing or registration of off-highway vehicles, and no political subdivision may levy fees or charges for use or operation of off-highway vehicles within the subdivision.

23-2-809. Duplicate decal. If a decal required in 23-2-804 indicating that the off-highway vehicle fee has been paid for the current year is lost, mutilated, or becomes illegible, the person to whom it was issued shall immediately apply for and obtain a duplicate decal upon payment of a fee of $5 to the county treasurer, who shall distribute the fee as provided in 23-2-804(3).

23-2-810. Mail renewal and recertification. The mail renewal procedure developed by the department of justice pursuant to 61-3-535 may be used for mail recertification of off-highway vehicles, the renewal of license decals, and the payment of the fee in lieu of tax.

23-2-811. Certificate of ownership—procedure—fee—filing security interest. (1) No off-highway vehicle may be operated upon any public lands, trails, easements, lakes, rivers, or streams unless a certificate of ownership has first been obtained from the department of justice.

(2) The owner of an off-highway vehicle shall apply for a certificate of ownership to the county treasurer of the county in which the owner resides, on a form furnished by the department of justice for that purpose. The form must include:

(a) the name of the owner;

(b) the residence of the owner, by town and county;

(c) the business address or home mailing address of the owner;

(d) the name and address of any lienholder;

(e) the amount due under any contract, mortgage, or lien;

(f) the name of the manufacturer;

(g) the model number or name;

(h) the identification number; and

(i) the name and address of the dealer or other person from whom the off-highway vehicle was acquired.

(3) The application must be signed by at least one owner or by a properly authorized agent of the owner.

(4) The application for a new certificate of ownership must be accompanied by the immediately previous certificate. This subsection does not apply to off-highway vehicles that are purchased as new and unused machines or that were operated before January 1, 1990.

(5) (a) After the owner completes the application form, the county treasurer shall issue to the applicant two copies of the complete application, with one marked "file copy", and shall forward one copy and the original application to the department of justice. The department of justice shall enter the information contained in the application upon the corresponding records of its office and shall send the applicant a certificate of ownership containing a permanent ownership number and information from the application considered necessary by the department of justice.

(b) The certificate of ownership is not required to be renewed annually and is valid as long as the person holding it owns the off-highway vehicle.

(6) The owner shall at all times retain possession of the certificate of ownership, except when it is being transmitted to and from the department of justice for endorsement or cancellation.

(7) Upon application for a certificate of ownership, a fee of $5 must be paid to the county treasurer, of which:

(a) $3.50 must be forwarded to the department of justice for deposit in the general fund; and

(b) $1.50 must be retained by the county treasurer for the cost of administering this section.

(8) A security interest in an off-highway vehicle is not valid against creditors, subsequent purchasers, or encumbrancers unless a lien notice, showing that a security interest has been created, has been perfected as provided in this section on a form approved by the department of justice. The department of justice may not file a security interest or other lien unless it is accompanied by or specified in the application for a certificate of ownership of the encumbered off-highway vehicle. If the lien notice is transmitted to the department of justice, the security agreement or other lien instru-

23-2-812. Transfer of interest. (1) To transfer a certificate of ownership for an off-highway vehicle registered under 23-2-817, the person whose title or interest is to be transferred shall endorse the certificate of ownership in the appropriate space on the reverse side of the certificate and have his signature acknowledged before a notary public.

(2) (a) Within 20 calendar days after the date of notarization, the transferee shall apply to the county treasurer of the county in which he resides for:

(i) transfer of the endorsed certificate of ownership;

(ii) registration of the off-highway vehicle; and

(iii) issuance of a decal as required by 23-2-804.

(b) The county treasurer shall forward the application and the original certificate of ownership to the department of justice, which shall file the application upon receipt.

(c) A certificate of ownership may not be issued by the department until the outstanding certificates are surrendered to that office or their loss is established.

(d) The county treasurer shall collect a fee of $4 for each application for transfer of ownership, of which:

(i) $3 must be forwarded to the department of justice for deposit in the general fund; and

(ii) $1 must be retained by the county treasurer for the cost of administering this section.

(3) To effect by operation of law a transfer of interest in an off-highway vehicle, the provisions of 61-3-201(3) are applicable.

(4) (a) A person who purchases a new or used off-highway vehicle from an off-highway vehicle dealer licensed under 23-2-818 shall, within 20 calendar days after the purchase date, apply to the county treasurer of the county in which he resides for:

(i) a certificate of ownership;

(ii) registration of the off-highway vehicle; and

(iii) a decal as required by 23-2-804.

(b) During this period the sticker provided for in subsection (6) must remain affixed to the off-highway vehicle.

(5) It is not a violation of this part for a purchaser to operate a newly acquired off-highway vehicle without a certificate of ownership, a certificate of registration, and a decal during the first 20 days of ownership.

(6) Prior to the delivery of the off-highway vehicle to the purchaser, the dealer shall issue and affix to the off-highway vehicle a sticker, in a form to be prescribed by the department of justice, containing the name and address of the purchaser, the date of sale, the name and address of the dealer, and a description of the off-highway vehicle, including its identification number. The dealer shall keep a copy of the sticker for his records and shall send a copy of the sticker to the department of justice.

(7) The provisions of subsection (2) do not apply to the transfer of an off-highway vehicle to an off-highway vehicle dealer licensed under 23-2-818 who intends to resell the vehicle and who operates it only for demonstration purposes. Every dealer, upon a transfer of interest, shall deliver the certificate of ownership with an application for a new certificate executed by the new owner in accordance with the provisions of this part. The department of justice, upon receipt of the certificate of ownership and application for a new certificate, together with the conditional sales contract or other lien, if any, shall issue a new certificate of ownership showing the name of the lienholder and the amount due under the contract, mortgage, or lien as required by 23-2-811(2)(d) and (2)(e).

23-2-813. Lost or mutilated certificate. If a certificate of ownership is lost or mutilated or becomes illegible, the person to whom it was issued shall immediately apply for and obtain a duplicate certificate upon payment of a fee of $4 to the department of justice.

23-2-814 through 23-2-816 reserved.

23-2-817. Registration fee—application and issuance—disposition. (1) Each off-highway vehicle is subject to an annual registration fee of $2.

(2) The county treasurer shall collect the annual fee when the fee in lieu of tax is collected.

(3) Application for registration must be made to the county treasurer of the county in which the owner resides, on a form furnished by the department of justice for that purpose. The application must contain:

(a) the name and home mailing address of the owner;

(b) the certificate of ownership number;

(i) by the department of transportation on the federal-aid highways in this state selected and designated under Title 23, U.S.C., on highways leading from each county seat in the state to the federal highway system of federal-aid roads if the county seat is not on the system, and on the other roads that have been or may be authorized by the laws of Montana;

(ii) for collection of the license taxes; and

(iii) for the enforcement of the Montana highway code under Article VIII, section 6, of the constitution of this state.

(2) The department shall, in expending this money, carry forward construction from year to year, using the money expended through the matching up of federal-aid allotments to Montana upon the federal highway system in the various parts of the state in accordance with 60-3-204 through 60-3-206. Nothing in this title conflicts with Title 23, U.S.C., and the rules by which it is administered.

(3) The department may enter into cooperative agreements with the national park service and the federal highway administration for the purpose of maintaining national park approach roads in Montana.

(4) Money credited to the state park account in the state special revenue fund may be used only for the creation, improvement, and maintenance of state parks where motorboating is allowed, except for the payment of refunds under 15-70-221 through 15-70-226. The legislature finds that of all the fuel sold in the state for consumption in internal combustion engines, not less than 9/10 of 1% is used for propelling boats on waterways of this state.

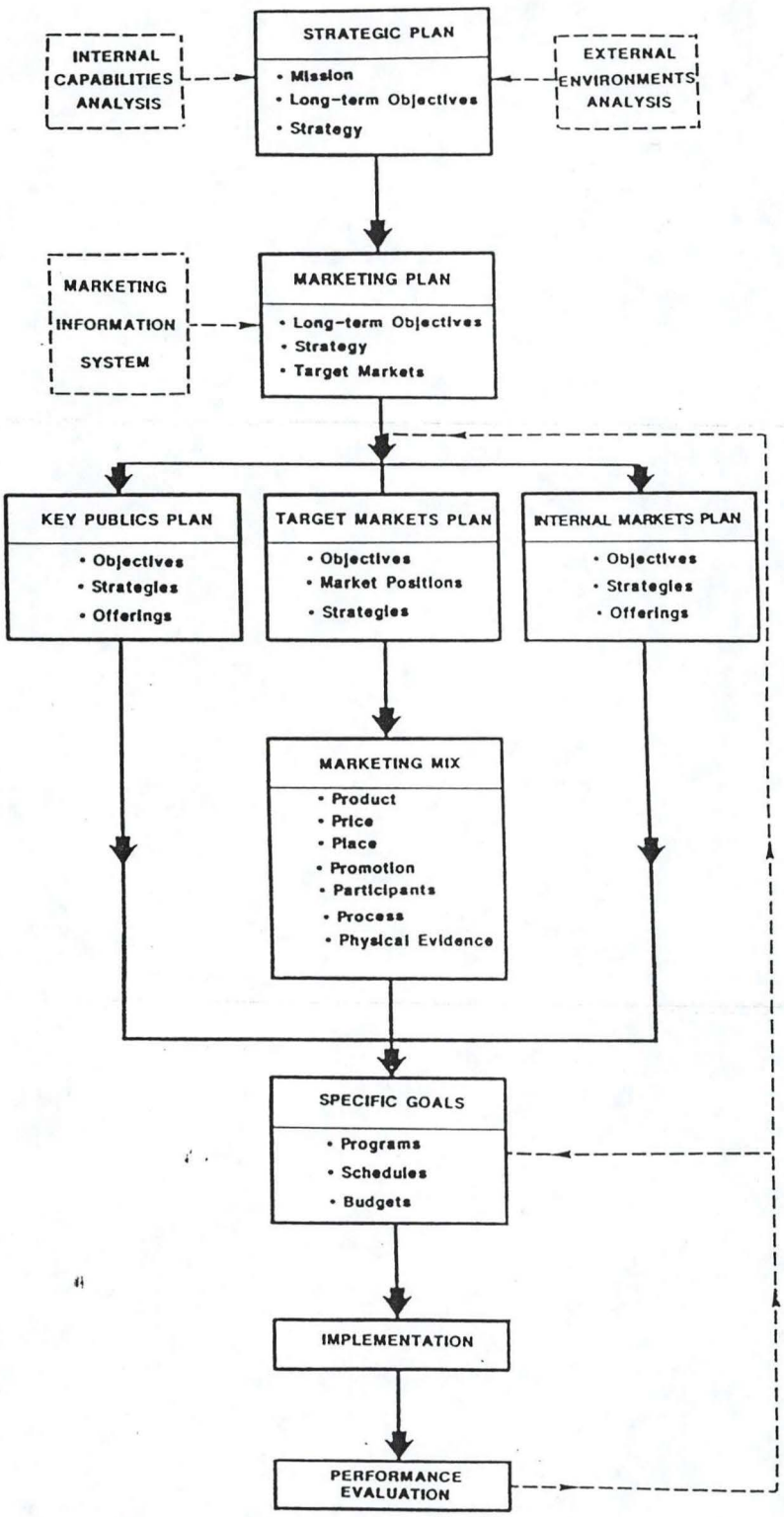
(5) Money credited to the snowmobile account may be used only to develop and maintain facilities open to the general public at no admission cost and to promote snowmobile safety, and 10% of the amount deposited in the snowmobile account must be used to promote snowmobile safety. The legislature finds that of all fuels sold in this state for consumption in internal combustion engines, not less than 1/2 of 1% is used for propelling snowmobiles on public lands of this state.

(6) (a) Money credited to the off-highway vehicle account under subsection (1)(c) may be used only to develop and maintain facilities open to the general public at no admission cost, to repair areas that are damaged by off-highway vehicles, and to promote off-highway vehicle safety. Ten percent of the money deposited in the off-highway vehicle account must be used to promote off-highway vehicle safety. Up to 10% of the money deposited in the off-highway vehicle account may be used to repair areas that are damaged by off-highway vehicles.

(b) The legislature finds that of all fuel sold in this state for consumption in internal combustion engines, not less than 1/8 of 1% is used for propelling off-highway vehicles in this state.

(7) Money credited to the aeronautics account of the department of transportation may be used only to develop, improve, and maintain facilities open to the public at no admission cost and to promote aviation safety. The legislature finds that of all the fuel sold in this state for consumption in internal combustion engines, not less than 1/25 of 1% is used for propelling aircraft in this state.

Figure 2. CONCEPTUAL FRAMEWORK FOR MARKETING IN FOREST RECREATION PUBLIC AGENCIES



NORTHERN REGION RECREATION STRATEGY

Introduction

The recently released Agency Mission, Vision, and Guiding Principles (MVGP) for the U.S. Forest Service indicates a need to strive for excellence in everything we do including "meeting the needs of our customers in fair, friendly, and open ways." One of the more visible ways of meeting our customer needs is through our recreation services and facilities.

At the same time that we asked to strive for excellence, the Northern Region is also going through tremendous changes. One anticipated result of these changes is a reduction in the Region's workforce. As resources, both people and dollars, become more limited, it will be even more critical to make wise choices in the allocation of those resources. The intent of this Recreation Strategy is to assist in making those wise choices while assuring the delivery of high quality recreation services in the Northern Region.

This Strategy is consistent with the Chief's focus on recreation and the recent Executive Order on customer service.

The framework for the Recreation Strategy was developed at a workshop held in Missoula in February 1993. Approximately 30 people from throughout the Region representing all levels of the organization and several disciplines attended this Workshop. This document is primarily the result of that Workshop.

The Recreation Strategy includes:

- a description of the goals for recreation in the Northern Region.

- focus activities by sub-regions within the Northern Region.

- a description of the unique qualities of those sub-regions.

The Northern Region Recreation Strategy is intended to be used as a supplement to the direction contained in forest plans. Since it is also a dynamic document that will be updated as we learn more about the recreation resource in Region One and the customers of those resources, the Strategy will also be used as background information for forest plan monitoring and evaluation and subsequent forest plan amendments or revisions. Customer feedback, both formal and informal, will continue to be the primary method of gauging public preferences and needs. This feedback will be reviewed on an annual basis as a part of the annual review of the Recreation Strategy.

Northern Region Recreation Goals

The National Forests are an important part of the natural and cultural landscapes of the Northern Rocky Mountains, Plains, and the Inland Northwest. These Forests provide the people of the Nation access and recreation opportunities related to the landscapes and history of this part of the Country. Local lifestyles and the business of tourism are firmly linked with the recreation resources of the Forests.

Natural scenic beauty, expanses of natural landscapes, four distinctive seasons, sparkling water, wildlife, Wilderness and places where Native American and settlement history occurred make up this recreational resource. These provide a basis for a wide variety of outdoor recreation settings and experiences that are constantly being discovered, enhanced and appreciated. The opportunities they provide for interpretation and environmental education are vast.

National Forest settings have the "stuff" that memories and trophies are made of. The Northern Region is committed to managing these resources to benefit the quality-of-life for residents and visitors. The Forest Service will emphasize recreation and educational opportunities for people to interact with the natural environment, wildlife, and prehistoric and historic places.

9) Public access to the National Forests for recreation purposes must continue to receive strong emphasis in the Northern Region.

10) Newly constructed or renovated facilities must be appropriate to the setting, be functional and meet the recreation needs of today and the foreseeable future. They will be designed for long life and minimal maintenance costs.

SUB-REGIONAL RECREATION STRATEGIES

Region One has a unique role to play in providing recreation opportunities at a National level. Sub-regions within Region One also have unique opportunities. The recreation opportunities are different in northern Idaho than they are in north-central Montana. The clients are different; the resource base is different. Based on this, the Recreation Strategy identifies recreation sub-regions within Region One. These sub-regions are based on social characteristics of the residents, visitor profiles, natural resource characteristics, historic use, and recreation travel patterns.

The following discussion identifies the unique attributes of each sub-region, along with a list of areas to focus on within each sub-region over the next 3-5 years.

CHARLIE RUSSELL/GRASSLANDS (Lewis and Clark, Helena, Custer, part of Gallatin)

The Charlie Russell portion of this sub-region is where the mountains meet the plains. Though not as accessible as other areas, visitors are greeted with broad valleys and a glimpse of the last great best place. The Missouri, Smith, and Marias Rivers are located here, with Canyon Ferry, Holter, and Hauser Lakes and Gates of the Mountains as well. Agriculture is predominant in the region and wheat and grain farming and cattle and sheep ranching are familiar sites.

The Charlie Russell region also boasts cultural amenities, including Hutterite colonies and St. Peter's Mission. Military history can be viewed at Forts Logan, Shaw, Benton, and Baker, and frontier history is explained by ghost towns as sites come alive with visions of cowboys and indian tribes in contested territory.

While in this region, visitors may see antelope, bison, pelicans, swans, and migrating eagles, along with threatened and endangered plants and animals. A trip to this area allows for many sights not seen elsewhere.

Socially, the Charlie Russell region is known for its agricultural values, influence of church and family, and strongly-held beliefs. Users are generally highly educated, conservative, multi-generation groups.

The Grasslands/Pinehills region combines many extremes, from land consisting of dryland habitat in the Pinehills to wetland habitat in the Grasslands. Both areas have little flowing water as a resource. There is heavy grazing and evidence of oil and gas activity in the Grasslands. Islands of prairies and pines decorate the Pinehills area and wild horses run free. The area offers cultural holdings with prehistoric Native American cultures in the Grasslands and contemporary Native Americans in the Pinehills Region. The Pinehills Region includes the Custer Battlefield/Little Bighorn National Monument.

This sub-region is visited primarily by local and regional users. The Grasslands consist mainly of rural, low population densities, while part of the Pinehills is located close to the largest metropolitan area in Montana.

FIELD CONTACTS ONE-ON-ONE

POINTS FOR DISCUSSION and INSPECTION

ON TRAIL:

__ 1. OHVs properly licensed (license plate or off-highway sticker).

__ 2. Helmets recommended for children.

__ 3. Adults supervise children riding OHVs.

__ 4. Protective clothing worn. Proper footwear. Gloves.

__ 5. Noise level of machines.

__ 6. RIDE RIGHT....Set example for others:
Slow down in congested areas, and near other camps.
Keep on trail....Stay in the established tracks.
Go through mudholes and deep ruts....don't create new tracks around them.
Don't shortcut corners.
Don't play in meadows, or create new hill climbs.
Protect wildlife and vegetation.
SLOW DOWN past hikers and horses.
Respect private property and closed areas.

__ 7. Protect your opportunity to ride on public lands.

AT CAMP:

__ 8. Campfire built in established ring.

__ 9. Don't chop on trees....they will weaken and die in a few years.

__ 10. Protect tree roots from damage....minimize digging or chopping them.

__ 11. Don't put nails in trees....

__ 12. Use rope to tie up poles or structures....take them down when leaving.

__ 13. Haul out trash.....pick up litter.

__ 14. Bury human waste, at least 100-feet from streams.

AT HOME:

__ 15. Wash OHV before bringing it to Forest.....prevent spread of weeds.

PUBLIC CONTACTS TO BE MADE

TARGET GROUP	PURPOSE OF CONTACT	WHEN	WHERE	USFS PERSON ASSIGNED	MESSAGE TO DELIVER
JUDITH BASIN COUNTY FAIR	Inform & Educate on ATV use				Tread Lightly with motorized vehicles. Right Rider.
FERGUS COUNTY FAIR	Inform & Educate on ATV use				Tread Lightly with motorized vehicles. Right Rider.
MONTANA STATE FAIR	Inform & Educate on ATV use				Tread Lightly with motorized vehicles. Right Rider.
NEWS RELEASE -- SPRING (May) SUMMER (July) FALL (Sept) GREAT FALLS BELT STANFORD FORT BENTON LEWISTOWN HARLOWTOWN WHITE SULPHUR BILLINGS	Inform & Educate on ATV use				OHV regulations. Tread Lightly. Right Rider. Weed Prevention.i
BULLETIN BOARDS MIDDLE FK. TRHD HOLIDAY CAMP JUDITH STATION S. FK. TRHD. RUSSIAN FLAT KING CK. TRHD DRY WOLF TRHD YOGO/MORRIS	Inform & Educate on ATV use.				OHV Regulations. Tread Lightly. Right Rider. Weed Prevention.
COUNTY ASSESSORS JUDITH BASIN FERGUS CASCADE CHOTEAU PETROLEUM	Distribute Information				OHV Regulations. Right Rider. Tread Lightly. Weed Prevention.

SAFETY:

HELMET
Recommended for all riders, especially for inexperienced riders & minors under 18 years of age.
GOGGLES (or bubble face shield)
GLOVES (leather)
BOOTS (leather, with heels)
Tennis shoes not recommended.
LONG SLEEVE SHIRT / JACKET
LONG PANTS

TELL OTHERS AT CAMP OR HOME which routes you plan to ride, and when you expect to return.

FIRE SEASON:

1-GALLON BUCKET (collapsible)
SHOVEL - 24" long with 6" blade (Military folding shovel qualifies.)
AXE (optional)
FIRE EXTINQUISHER (optional)

REMEMBER:

An OHV is not a toy.
Read the owners manual.
Supervise children if you allow them to drive an OHV.
NEVER carry a passenger.
Travel at a speed which is proper for terrain, visibility, and experience.
Check the weather forecast, and check the fire danger advisory.

SUGGESTED ITEMS TO CARRY:

Map of Riding Area
Compass
Tool Kit
Extra Spark Plugs
Extra Clutch/Brake Lever
Electrical Tape
First-Aid Kit
Food & Water
Flashlight
Waterproof Matches

FOR MORE INFORMATION CONTACT:

Rocky Mountain Ranger District
Choteau, MT 59422
(406) 466-5341

Judith Ranger District
Stanford, MT 59479
(406) 566-2292

Musselshell Ranger District
Harlowton, MT 59036
(406) 632-4391

Kings Hill Ranger District
White Sulphur Springs, MT 59645
(406) 547-3361

The United States Department of Agriculture (USDA) Forest Service is a diverse organization committed to equal opportunity in employment and program delivery. USDA prohibits discrimination on the basis of race, color, national origin, sex, religion, age, disability, political affiliation and familial status. Persons believing they have been discriminated against should contact the Secretary, U.S. Department of Agriculture, Washington, D.C. 200250, or call 202-720-7327 (voice), or 202-720-1127 (TDD).

R1-96-86

OHV RECREATION

LEWIS & CLARK NATIONAL FOREST

BECOME OHV SAVVY!

An OHV is an off-highway vehicle which is self-propelled. Motorized OHVs include, but are not limited to: motorcycles, dune buggies, 3-wheelers, and quadricycles (all-terrain vehicles).

TRAVEL RESTRICTIONS

Travel Plan maps show roads, trails, and areas where motorized vehicles may be used, and where they are restricted or prohibited.

Trail Restriction signs located at trailheads depict the type of OHV allowed on the trail, and depict timeframes when motorized OHVs are restricted.

Road Restriction signs are located at road junctions, and depict any travel restrictions on that road.

Area Restriction signs are located along roads and trails, and depict any travel restrictions off the roads and trails.

Use the Travel Plan map to determine if there are restrictions on motorized travel, type of vehicle, or time when you plan to travel. If in doubt, ask at any Forest Service office.

WEED PREVENTION

Wash your motorcycle or ATV before bringing it to the Forest. Weed seeds are caught in the tires and in caked-on mud. Prevent the spread of noxious weeds. Wash your OHV before & after each trip.

USING PUBLIC ROADS

All roads on Forest Service lands are subject to the State laws of Montana. The Montana Highway Patrol and County Sheriffs have jurisdiction to investigate accidents and enforce Montana traffic laws on all forest roads.

To legally operate an OHV on any public (Forest Service) road, the vehicle must be street legal, and the operator must have a State drivers license with a motorcycle endorcement. To be street legal, the OHV must have a license plate, and be equipped with: headlight with high and low beam, tail light and reflector, brake light, at least one operable brake (hand or foot), horn, mirror, muffler with no modifications, and spark arrestor.

OHVs WITH RECREATION DECAL ONLY:

These OHVs may only be operated on National Forest trails that are designated for such use. **They may not be used on any Forest road, including two-track roads.** OHVs with recreation stickers must be hauled to and from the trailhead.

BE AN AMBASSADOR FOR OHV RECREATION

Your actions speak for all OHV riders. Leave a good impression with everyone you meet on the trail. Make sure they remember OHV riders as good citizens.

RIDING ETHICS

NOISE..... Keep the sound down. Don't modify your exhaust system, and do not remove the spark arrestor.

SPEED..... Slow down when passing camps. Pull over and stop when encountering hikers, horses, and bicyclists. Pass when safe.

STAY ON THE TRAIL..... Ride through the ruts and mudholes. Don't create new routes around rough spots. Avoid making new tracks in fragile meadows & on steep hillsides.

WILDLIFE..... View animals from a distance. Chasing wildlife causes the animals to waste vital energy reserves. Young animals are easily injured while trying to flee.

PLANTS..... Avoid running over young trees, and shrubs. They are easily killed.

STREAMS.....and their banks are fragile. Avoid spinning tires. Avoid mudbanks and bogs. Don't use creekbeds as a road.

SOILS.....are easily eroded. Don't ride on muddy roads and trails when they are excessively wet from snowmelt or rain.

GATES..... Obey Travel Restriction gates and signs. Close gates in livestock fences.

CATTLE OR SHEEP..... Avoid spooking or chasing livestock. Slow down.

LITTER..... Carry out everything you carry in. Pick up trash left by other careless people.

OHV RECREATION DISPLAY

RIGHT RIDING

OHV/ATV licensed &/or registered.

HELMETS are recommended.

WEAR GLOVES, HEAVY BOOTS, AND PROTECTIVE CLOTHING.

RESPECT PRIVATE LAND. Stay on roads when passing through private inholdings.

RIDE ON TRAILS AND ROADS OPEN FOR MOTORIZED USE.

SUPERVISE CHILDREN.

ASSIST INEXPERIENCED RIDERS.

REDUCE NOISE: mufflers & spark arrestors in working order.

SLOW DOWN: when passing camps, hikers, and horses.

BE COURTEOUS to others.

PULL OFF & STOP when encountering horses or hikers.

VIEW WILDLIFE FROM A DISTANCE. Don't chase or harass wild animals.

REDUCE EROSION OF MUDDY ROADS. Don't ride when soils are excessively wet from snowmelt or rain.

TREAD LIGHTLY

STAY ON THE TRAIL. Don't shortcut corners. Following faint wheel tracks creates unnecessary new tracks.

GO THROUGH MUDHOLES AND DEEP RUTS.... don't create new tracks around them.

AVOID CREATING HILLCLIMBS ON STEEP GROUND.

AVOID CREATING NEW TRACKS THROUGH MEADOWS.

CROSS STREAMS IN ROCKY LOCATIONS. Avoid mudbanks and bogs. Don't use the streambed as a road.

MINIMUM IMPACT

USE EXISTING FIRERINGS. Remove burned cans, tinfoil, etc.

PROTECT TREES: don't chop, carve, or damage trees around your camp...they will die.

NO NAILS in trees. Use ropes & remove them when leaving.

TAKE DOWN TENT FRAMES, POLES, & OTHER STRUCTURES.

PICK UP LITTER. PACK OUT TRASH.

BURY HUMAN WASTE....100-feet from streams.

WEED PREVENTION

WASH YOUR MOTORCYCLE/ATV BEFORE COMING TO THE FOREST.

LEARN TO IDENTIFY WEEDS.

Pull weeds, and put them in a plastic bag. Seal the bag, and give to your local USFS/BLM or County Weed Office.

REPORT LOCATIONS OF WEEDS .... to your local USFS/BLM or County Weed Office.

WASH MUD OFF AT HOME. Clean all vehicles, trailers, and OHV's. Minimize spread of weed seeds.